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Hongkong, 2nd November, 1906. [30]

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BIRTH.

On November 13th, at No. 6 East Avenue,
Kowloon, the wife of H. S. JUAN, of a son,
Singapore papers please copy. [2094]

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 15TH, 1906

A statement has been published to the effect that the report of the Chinese Commissioners who have recently been visiting Europe gives an account of an interview with the Tsar, in which His Majesty warned the Commissioners against rashly embarking upon a Constitution. The circumstance is suggestive of some interesting considerations. Russia has always loved China so much—in the way in which Henry the Fifth loved France, that is “so much that he would not lose a village of it”—that the Tsar may naturally be looked to as a useful adviser with respect to any movement which may tend to consolidate the Chinese Empire. This fact would no doubt be duly considered by the Commissioners and would add to their gratitude for the imperial guidance on a point on which the Head of the Russian Empire is so specially well qualified to speak. The present state of Russia is an excellent object lesson as to the effects of not rashly embarking upon a Constitution. The Tsar can point to the peace and prosperity which reign in every direction in his dominions—the total absence of discontent, the marvellous obedience to the security for life and property, especially that of the Jews which have resulted from Russia's prudently abstaining from granting them a Constitution at an earlier date. The state of affairs in Russia is so very like that which from time to time has

been shown to be existent in China—and which if all accounts are to be believed exists in a veiled form almost as much in the present day as ever,—that the Chinese cannot fail to be impressed with the friendly advice to be very cautious how they think of anything so rash as recognising that the people of a country have any right to a voice in the question how they shall be taxed and governed. From the autocrat's point of view nothing can be more inconvenient than fanciful constitutional restraints. This is being felt at the present moment in Russia and it is not surprising that the Tsar should be anxious to warn his Chinese friends against allowing themselves to be shackled in such a manner.

The truth however is that the real reason why the Chinese Commissioners could learn in Russia on the question of constitutional Government is to be found in the plain facts which they must have seen around them, and not in any advice which might be given by the Head of the very class which has brought about the evils. It is precisely because the same causes which have led up to the deplorable state of affairs in Russia exist in China that the question of constitutional Government in some form has been considered by the latter country as a possible means of averting the like calamities. In China an aristocracy of the kind familiar in Europe, that is one exclusively of birth, does not exist, though the element of hereditary dignity enters more widely into the political and social life in China than is generally understood. The great families do not, however, take by any means so prominent a position as the Grand Dukes and other nobility in Russia, a popular element being intermixed in China with the dominant classes through the opportunity which is afforded through the system of examinations for men of talent to enter the official ranks. But, once a Chinaman has entered this magic circle, he becomes one of a caste, which has been as arbitrary in its action towards the masses of the people, and as ready to support the uncontrolled power of the Throne as any purely aristocratic class that has ever existed. Substitute the “Mandarins” for the Grand Dukes, and the internal state of China is very much the same as that of Russia, with, however, this difference that the Chinese, conservative and reactionary as they have always been, seem at last to have recognised (as Japan recognised long ago) that some change in the system is absolutely necessary, while in Russia the dominant classes, including it is too much to be feared, the Tsar himself, hope to perpetuate the old regime. It remains to be seen whether the Chinese may not prove more happy in effecting a transition from absolutism to something like popular Government than Russia has been. The advice given to the Commissioners against doing anything “rashly” in this direction is, it is needless to say, quite superfluous. Whatever mistakes China may make, no one will accuse her of being disposed to introduce changes in too great a hurry, and the last thing she would be likely to do would be to act with undue haste in a matter involving a radical alteration in her internal administration. But there is a hope that the Chinese Government (instigated probably by Japanese advisers), may honestly endeavour to devise some scheme of more popular government, which it may in due course present to the nation and so avoid having such a change thrust upon it by revolutionary action on the part of the people, which is only too likely to occur if some such improvement be not effected. What has taken place in Russia can hardly fail to be a lesson to such accurate observers as the Chinese of the effects of attempting to perpetuate repression by ever increasing repressive measures. Rebellions and threats of rebellion have been so long familiar in China that it is not surprising that Chinese as well as Europeans have come to look upon them as more or less a normal state of affairs. The events, however, which have occurred in Russia cannot fail to have impressed upon Chinese statesmen that, where the above-named state of things exists, a point may be reached at which local disaffection becomes general, and when there may be such an uprising as cannot be put down by the means which were before effective. The task before China is by no means an easy one, seeing that it involves a qualification at least of her most cherished tradition as to the absolute sanctity of the authority of the Emperor. But it need not be considered as hopeless on this account, seeing that the same difficulty has been overcome in every country in which a purely monarchical system has been modified to one in which

the people at large have been admitted to share in the Government. The chief difficulty will of course be in obtaining the co-operation of the Provincial Authorities. If however these magnates can be induced to co-operate with the Central Authority at Peking, the introduction of something in the form of representative institutions need not be considered an insuperable task.

The China Squadron with Vice-Admiral Moore's flagship to be at Manilla from Nov. 26th to the 30th.

A Marine Court will be held at the Harbour Office on Friday afternoon to enquire into the stranding of the British steamer *Kishin*.

From Messrs. Kelly & Walsh, Ltd., we have received two samples of “Christmas Greetings” from the Far East. These are photographic views of the Happy Valley and of the Cricket Field and Club, both capital pictures, and most attractively bound in ribboned folders, for use as indicated by the title. The same firm has also issued its popular “Imperial” block calendar (Anglo-Chinese) for 1907. This is the most useful thing of the kind we know; no artistic superfluity; business only meant. We would not like to be without it.

The Rev. James Endicott of Chonchi, Szechwan, writes: “It takes one's breath away to see how these sleeping Chinese are waking up. Some people who were always complaining that the country was asleep may be trying to get this same land to take a large sleeping draught to put them asleep again. The Chinese mean business this time. The day of foreign supremacy is rapidly coming to a close. The Chinese are actually getting fired with a real patriotism, and the rulers of this land will get pitched overboard if they show fear of the foreigner in the days to come. The schools are completely changed since we came back this time, and so has the whole spirit of the country from the political standpoint. Fancy China undertaking, and with great success too, to boycott American goods.

A correspondent writes to the Times:—“The *Stirling*, one of the largest vessels belonging to the ‘Shell’ Transport Company has recently completed a remarkable run from Singapore to London, travelling a distance of 11,850 miles. The vessel left Singapore on August 4th and arrived at London on September 30th. During the whole of the voyage the main engines worked without a stop, and the liquid fuel apparatus, which was working part of the voyage in conjunction with coal and part of the voyage alone, also worked without a stop or a hitch of any kind. The record made by the sister vessel, the *Goldmouth*, has thus been broken, and these two vessels are believed to be the only ones which have ever made the passage from Singapore to London or any equivalent distance without the machinery having to stop for adjustment.

A sale of work in aid of the Union Church New Organ Fund will be held in the Church Hall towards the end of February. The ladies of the working party are as follows: Mrs. Aitken, Quarry Bay; Mrs. Barrington, Pokfulam; Mrs. Bells, West Point; Mrs. Bringer, Morton Terrace, Causeway Bay; Mrs. Clegg, Hongkong Hotel; Mrs. Edwards, Peikwan House; Mrs. J. M. Henderson, Kowloon Docks; Mrs. Henderson, 19 Macdonnell Road; Mrs. Hickling, The Manse, Mrs. Lyon, Robinson Road, Kowloon; Mrs. Parlane, East Point; Mrs. Russell, 5 Observatory Villa, Kowloon; Mrs. A. Rodgers, East Point Sugar Refinery; Mrs. J. Rodgers, East Point Sugar Refinery; Mrs. Simms, c/o North China Insurance Co.; Mrs. Templeton, Cornhill, Quarry Bay; Mrs. Thomson, Government Civil Hospital; Mrs. Malcolm Watson, Abchurch Lane; and Mrs. David Wood, P. W. Dept. Hon. Secy.

According to a bulletin published by the Kuba (Japanese) Chamber of Commerce, the estimated value of merchandise stored in the warehouses of the seven principal warehouse firms of Kuba—the Tokyo, Hyogo, Sumitomo, the Pier, Mitsui, Kawanishi and Koyue—at the end of last month, was ¥2,890,000, a decrease of ¥1,650,000, or 18.2 per cent as compared with the end of the preceding month, and of ¥5,370,000, or 20.2 per cent on the corresponding figures last year. This decrease is principally due to the falling off of about ¥2,430,000 in raw cotton, and of about ¥1,100,000 in foreign rice. The principal lines of goods in the warehouses at the end of last month were foreign rice, valued at ¥4,740,999; Bombay raw cotton, valued at ¥6,544,876; sugar, valued at ¥530,258; fabrics, representing ¥990,913; Japanese rice, ¥477, 961; fertilisers, ¥963,933; Chinese raw cotton, ¥369,019; steel and iron, ¥57,211.

Dr. J. P. Griggs, a medical missionary in Peking, goes ahead at a great rate. He declares that China has made more progress in two years past than in a thousand years preceding. Pig-tails are to be cut off; foot binding is to cease; the buying and selling of women is forbidden; girls' schools are to be fostered; the civil service examinations are to include modern and practical studies; jury trials are to be introduced; the penal code has been revised and brutal forms of punishment abolished; a constitutional government is promised in twelve years—sooner if the people can be prepared; daily Chinese newspapers are multiplying; a modern army is being developed; electric lighting, telegraphs, telephones, railways, and like improvements are being fostered; Sunday is to be observed in the Empire and its foreign enclaves. Best of all, the opium curse is to be done away. Next to the Empress Dowager, the leading spirit in all this is Viceroy Yuan Shih-kai.

A master of a fishing junk was on Tuesday fined \$30 by the Marine Magistrate for interfering with the work of raising sunken junks in the harbour.

Thirteen new steamers are now being built for the Nippon Yusen Kaisha. Of this number three are being built in England—two being vessels of 2,500 tons each, and the other of 2,900 tons. These three are intended for the Shanghai line; and five others, four of 3,500 tons each and two of 8,600 tons each, are being built at the Kobe Kawasaki Dockyard. Another five ships, four of 8,600 tons each and one of 5,500 tons—are being built at the Mitsui Bishi Yari, Nagasaki. Of the boats being built at the Kawasaki Yard, two of 8,600 tons and four of the same tonnage being built at Nagasaki, are intended for the European line. The vessels of 3,500 tons in the hands of the Kawasaki Yard are for the Yangtze service.

The *Shanghai Mercury* of November 9th says:—“We are pleased to see that the Opium Hells, which have been an eye-sore to residents for so many years, are at last being shifted. Both foreigners and natives were very much surprised to see the Yuen-fah, owned by Messrs. Jardine, Matheson & Co., leaving her moorings off the Bund about 9 a.m. to day in tow of two tugs, and even the Customs' clock, which has overlooked the hulls for so many years, was so much taken aback that it stopped dead for about twenty minutes, but was soon set right again after the Yuen-fah had taken up a position at her new berth off the Chinese Island. The other three hulks, the Ariel, Wellington, and Corea are also to be shifted, and will keep the Yuen-fah company off the City Bund in the near future.

Wexford is sending a young Doctor, Mr. G. Hadden, M.B., to Wuchang as a missionary; at a farewell meeting, a speaker said, “As a nation we have hurt China by forcing the opium curse upon her myriads of people, and the greatest reparation we can make is to send medical men like him of whom we think specially to-night to help to heal the bodies we may have already hurt. For some time from the district of Wuchang in China, there has come a demand call for a medical man, and I am glad that Wexford has had the honour of responding by sending one of her own trusted sons.” A lady presented a number of valuable medical appliances to the guest of the evening. These consisted of such items as a metal thermometer, an all metal aspirator, an S.C.C. record syringe, an aseptic laryngoscope, etc., all beautifully finished and most modern in type.

This evening at the Union Church Literary Club, Kennedy Road, an interesting musical evening has been arranged by Mr. and Mrs. David Wood and Mr. and Mrs. Braidwood, the programme consisting entirely of “British Ballads.” Mr. W. D. Braidwood, B.A., will speak on the origin of the selections given, and Mr. T. E. Pearce will take the chair at 9 p.m. sharp. It is hoped there will be a good attendance to support these ladies and gentlemen who have been kind enough to arrange and provide what should prove a most enjoyable evening. The programme is as follows:—“The Banks of Allan Water,” Mrs. Braidwood; “Barbara Allen,” Mr. A. E. Pearce; “An Old English Love Song,” by Alithea, Mr. G. Balloch; “Norah, the Pride of Kildare,” Mrs. Braidwood; “Robin Hood and the Bishop of Hereford,” Mr. A. E. Pearce; “The Blind Beggar's Daughter of Bethnal Green,” Mrs. David Wood; and “Lezlie Lindsay,” Mr. G. Balloch.

It was not long ago that an attempt was made to represent Lord Kitchener as one of the most unpopular Commanders-in-Chief that India ever had. It was said that he was no friend to the native soldier, who resented his treatment. While these things were being published and said, Lord Kitchener was in correspondence with the Indian Government arguing the cause of the native soldier, and representing in the strongest terms the disadvantages under which he has hitherto laboured. As a result of his action, the Secretary of State has sanctioned several important concessions. Thus the kit allowance has been raised from fifty to six rupees, and five rupees are to be given for boot money. The Silladar Cavalry are to get free grass, or other forage, for their horses when on the march, and fifty instead of thirty per cent of the men are to be given free passages to their homes when going on furlough, if their regiments are eight hundred miles or upwards from their recruiting centres. Instead of being unreasonable of the grievances of the men (says “The World”), Lord Kitchener has evidently been most solicitous as regards their welfare.

AUSTRALIA AND PREFERENTIAL TRADE.

After the Senate by 17 votes to five had rejected the amendment of the House of Representatives to the Bill granting preference on British goods—namely, the deletion of the provision that such British goods should be imported in British ships manned by white labour—and returned the Bill to the House, the Bill was passed by both Houses, with the proviso regarding white labour, which will not come into operation until next August. When the Bill was submitted to Lord Northcote, the Governor-General, for his assent, His Excellency, on the advice of the Ministry, sent a message to Parliament recommending the deletion of the white labour proviso. The recommendation was agreed to by the House of Representatives, but was rejected in the Senate by 16 votes to six. In order to save the British Preference Bill the House of Representatives did not insist on their amendment with reference to the white labour proviso. Mr. Isaacs, Federal Attorney-General, declared that the Bill would be again submitted to the Governor-General. It would then be for Lord Northcote to say whether he would assent to the Bill, and it would be for the Imperial Government to say whether the preference offered would be accepted.—*Times*.

TELEGRAMS.

“DAILY PRESS” EXCLUSIVE SERVICE.
CHINESE RIOTS AT SINGAPORE.

PIERCED FIGHTING, POLICE ARMED, AND HARBOUR WORK IMPEDED.

SINGAPORE, November 14th.

Yesterday extraordinary rioting, started by Chinese quarrels between the Hokien and Tsochew clans, broke out in Chinatown here, and was continued to-day.

Many shops have been looted by bad characters alert to the opportunity afforded by the general disorder.

The fighting between the opposing factions is very fierce, lethal weapons being freely employed.

The Police, endeavouring to stop the affray, were stoned by mobs from both sides. One Malay constable was stabbed. Several Chinese are in Hospital; and many arrests have been made.

All business in the Chinese quarter is at a standstill; and the disturbance, having drawn away Chinese labour from other parts, has had the effect of seriously impeding business in the harbour.

Another serious inconvenience is caused by the ricksha coolies, who have taken this as a favourable moment for going on strike.

The streets are now being patrolled by armed police.

REUTERS' SERVICE.
THE OPIUM QUESTION.

LONDON, November 12th.

The Archbishop of Canterbury has transmitted to Sir Edward Grey a memorial, signed by the Anglican Bishops in China, protesting against the policies of Great Britain and India in respect to opium. Sir Edward Grey in reply, referred Mr. Morle to what he said on the question on the 31st May last, and added that no official communication had been received from the Chinese Government about the anti-opium edict or about a Government monopoly of opium.

THE BOER RAID IN CAPE COLONY.

LONDON, November 12th.

The Governor of the Cape has telegraphed to the German Governor of Damaraland, asking for his co-operation in capturing freebooters, if they recross the border, in view of the extradition charges of theft and murder.

Mr. Ferreir's raid is generally regarded as an unsupported filibustering expedition.

GERMANY AND ITS ALIENS.

50,000 PEOPLE TO BE EXPELLED FROM THE COUNTRY.

The *Daily Express* of Oct. 14th reports: Orders have been given by the Prussian Ministry to expel 50,000 undesirable aliens within the next ten weeks, on the ground that the presence of such large numbers of aliens is undesirable on “general principles.” Ninety thousand of the aliens are employed as coolies in the coal mines of the Rhinish provinces. The majority of them are single men, but many have wives and families with them in western Germany, and these bring up the total to be expelled approximately to 50,000. The Prussian Ministry of the Interior has already sent instructions regarding their expulsion to the provincial authorities at Dortmund, who in their turn have forwarded the necessary orders to the local police authorities throughout the Rhinish provinces. Every one of these alien workmen must leave Prussian territory by December 20th. Any one of them who is found on Prussian territory after midnight on that day will be arrested and forcibly ejected from the country. Two-thirds of these alien workmen are Austrians, so that they are subjects of a country with which Germany is closely allied. The greater number of the remaining third are Italians, likewise subjects of a country which is allied with Germany. The remnant are Russians, Dutch, and Belgians. It is announced that there is no special reason for this measure of expulsion, and no further explanation is given than that mentioned at the beginning of this telegram, that the step is taken “on general principles.”

LATEST STEAMER MOVEMENTS.

At the C.P.R. ste. *Empress of China* arrived at Vancouver at 8.30 p.m. on Monday, the 12th inst.

The C.P.R. ste. *Empress of Japan* arrived at Kobe at 10 a.m. on Tuesday, the 13th inst., and left again at 12.30 p.m. same day, via Nagasaki for Shanghai, where she is due to arrive at 11 p.m. on Thursday, the 15th inst.

The Glen Line ste. *Glenroy* left Singapore on the morning of 14th inst., and may be expected here on the 16th inst.

The Indo-China ste. *Maing* left Calcutta for this port via the Straits on the 10th inst., and may be expected here on or about 26th inst.

The N.Y.K. ste. *Kagoshima Maru* (Bombay Line) left Shanghai for this port on the 14th inst., and is expected here on the 17th inst.

POLICE COURT.

Wednesday, November 14th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

ALLOWED MANSLAUGHTER.

Galam Sher, a watchman engaged on the Kowloon-Canton railway, was arraigned on a charge of manslaughter at Muk Kung Han, near Yau-mat.

It is alleged that a swineherd named Ng Hing-fuk was driving a pig along a road when the defendant accosted him and mentioned something about his carrying on a trade in swine. He then threw stones at the animal until it broke away from its driver. The upset was a quarrel in which the Indian is alleged to have struck his adversary a blow on the left side, injuring his spleen, and which injury subsequently resulted in the Chinaman's death.

The case was remanded.

“TOO DRUNK TO REMEMBER.”

Jeremiah Flynn, a stoker on H.M.S. *Monmouth*, was charged with being drunk and behaving in a disorderly manner in the Sailors and Soldiers' Institute on Tuesday evening.

The defendant went to the manager and said he wanted to engage a bed; but, before he had been supplied, proceeded to divest himself of his garments.

He told his Worship he was too drunk to remember what happened, but was fined \$5.

STEALING WATER.

Mr. J. W. Kew, Manager of the Hongkong Steam Waterworks Co., charged a native with stealing a quantity of water off one of the Company's boats.

Mr. Kew stated that while the waterboat was alongside a steamer pumping water aboard, he saw the defendant who was on a cargo boat put a bucket into his tank and take out some water. The company was caused considerable trouble by boatmen on small craft, as coxswains on the waterboats were threatened if they refused to allow them to take what water they required.

His Worship convicted the defendant and sentenced him to seven days imprisonment.

ROBBERY ON THE “KINSHAN.”

A native was charged with the larceny of another passenger's bundle of clothing on board the s.s. *Kinshan*.

He told his Worship that he picked up the wrong bundle by mistake; but, as the magistrate did not believe him, he sentenced him to three weeks' imprisonment and four hours' stocks.

Another youthful offender was in conversation with his intended victim; and, when she turned her head, he snatched up her bundle and ran, but was overtaken on the wharf and given into custody.

His Worship ordered him to be detained for 48 hours, and to receive twelve strokes of the birch.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

AN OLD SMUGGLER.

That illicit traffic in opium must be a profitable trade was exemplified by the fact that Chan-Hop, who has just completed a sentence of three months' imprisonment, again appeared before his Worship on the charge of being in unlawful possession of 30 taels of prepared opium which was found in this concealed round his waist.

Mr. Hoggarth, Chief Excise Officer, reminded the bench of his previous conviction on a similar charge, and mentioned that he was an old and notorious smuggler.

After hearing the evidence his Worship held the charge proved, and imposed a fine of \$900, the alternative being five months' jail.

KOWLOON BOWLING CLUB.

The draw in the first round of the competition for the Gold Medal presented by Mr. Neish has taken place with the result appended. Previous prize-winners start scratch, the others being given points on play.

J. M. Henderson	scr.	J. Tully	8
D. Gou	scr.	D. McIntyre	6
A. Ramsay	2	T. Wright	3
R. White	2	K. Lapsley	4
W. Taylor	4	W. Russell	2
W. Ramsay	2	R. H. Hume	8
R. Hunter	4	R. H. Baxter	2
T. W. Robertson	4	T. Neave	6
R. Rutter	8	A. Ritchie	2

Byes went to G. R. Edwards, scr.; G. K. Huxton, scr.; J. C. Gow, scr.; F. H. Dixon, 2; W. Punccheon, 6; W. Hutcheson, 3; and G. Smith, 8.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farewell Cup was held at Happy Valley from the 10th to 12th November, 1906. The following caddies were landed in:—

ROBERTSON FAREWELL CUP.	
Hon. Mr. F. J. Buley	30 — 10 = 80
Capt. R. M. Ranking	95 — 15 = 80
Hon. Mr. W. J. Grosson	94 — 12 = 82
S.P. H. G. Wilson, s.s.	94 — 11 = 83
Mr. C. H. Gale	101 — 15 = 86
Mr. A. Gittins	89 — 2 = 87
Mr. E. J. Grist	89 — 1 = 88

(29 entries).

La. Col. H. G. Filton, s.s.	90 — 10 = 89
Capt. R. M. Ranking, s.s.	95 — 15 = 80
Mr. H. T. Butterworth	93 — 13 = 81
Mr. T. S. Forrester	78 — 4 = 82
Dr. G. M. Harston	90 — 8 = 82
S.P. H. G. Wilson, s.s.	94 — 11 = 83
Mr. C. H. Gale	101 — 15 = 86
Mr. E. J. Grist	89 — 1 = 88

(34 entries).

* Tie for Cup.
* Tie for Pool.

The next competition for the Captain's Cup and May Cup will be held at Happy Valley from the 1st to 3rd December, 1906.

ANNUAL LICENSING SESSIONS.

The annual Licensing Sessions were held at the Magistrate's Court yesterday afternoon, the Justices of the Peace who assembled being Messrs. F. A. Harland (presiding), C. D. Melbourne, W. Parlane, A. Mackenzie, H. A. Craig, J. R. Wood, D. Clark, H. Humphreys, F. C. Wilford, A. Ramjahn, Rev. C. H. Hickling, Hon. Captain F. J. Buley, Captain Douglas and Captain Lyons.

PUBLICAN'S LICENSES.

Before any applications were considered Mr. Hickling asked whether supposing it came within the knowledge of the police that persons who had become drunk and were served as such knowingly by licensees—that would constitute an objection to a renewal of a license.

Captain Bailey—Yes. If I heard of a case like that I should present it.

Mr. Chairman—No cases like that have come before me for a number of years.

The following applications for renewals of licenses were then considered and granted: Father Oliver, The New Traveller's Hotel, 70 Queen's Road Central; George Green, The Criterion Hotel, 98 and 100 Queen's Road Central; M. Tchoukshinitchi, The Land Wo Live in Hotel, 32 and 34 Queen's Road West; William Krater, The Rose Shamrock and Thistle, 304 and 306 Queen's Road Central; Isidor Silbermann, The Globe Hotel, 154 Queen's Road Central; R. Matthey, The Occidental Hotel, 39-41 Elgin Road, Kowloon; Bernard Mayor, The Colonial Hotel, 1 Jubilee Street, Moritz Sternberg, The International Hotel, 319 and 320 Queen's Road Central; Isaac Samuel Greenstein, The Central Hotel, 212 and 214 Queen's Road Central; M. A. Kazak, The Belle View Hotel, 2 Pak Shui Wai, Shaikwan Road, Ardesir Benjamin Khuras, The Thomas Road, 2 Queen's Road Central; Alexander Moir, The Peak Hotel, Victoria Gap, Peak; Jas. Wm. Osborne, The Kowloon Hotel, Elgin Road, Kowloon; Henry Haynes, The Hongkong Hotel, 21-31 Queen's Road and 1 to 3 Pedder Street; Walter Hoppe, The Western Hotel, 90 and 92 Queen's Road West.

While the application of Dhimjibloy Dorabjee, of the King Edward Hotel, 3 and 5 Des Voeux Road Central, was under consideration.

Mr. Hickling said he understood that in that neighbourhood there was considerable objection to any placards or posters being placed outside premises. Even since the hotel had been opened a cardboard poster outside announced about the bar. It was at the old building, and the only objection in that neighbourhood. He thought a hint might be given that a substantial sign should be put up.

The Chairman—That is not a matter for this meeting. The question we have to decide is whether the applicant is a fit and proper person to hold a publican's license.

Mr. Hickling—But sometimes a suggestion can be made.

The Chairman—I don't care to make such a suggestion.

Mr. Hickling—It was done once with the Eastern Industries Co. and acted upon.

Captain Bailey—I do not remember that.

The Chairman—I know nothing about it.

Mr. Clark—Only the landlord can object, I think.

The discussion then dropped and the application was granted.

The application of Patrick Roberts of the Praya East Hotel, 49 and 41 Praya East, was withdrawn, and the new applicant will have opportunity to apply at subsequent meeting.

AMOUNT LICENSES.

The following amount licenses were granted: Lewis Comer, The Cosmopolitan Hotel, 15 Des Voeux Road; A. A. H. Miroy, The Sailors' Home, 394 Des Voeux Road West; Joseph Henry Newbold, The Oval Grill Room, 47 Des Voeux Road Central; H. W. Minton, The New Cosmopolitan Hotel, 13 Queen's Road Central; Hans Weismann, The Cafe Weismann Limited, 34 Queen's Road Central and 1A Wyndham St.; Tam King Kow, The Shanghai Hotel, 188 and 189 Connaught Road West, 1st, 2nd, and 3rd floors; Luis Manuel Lobo, The Stag Hotel, 148 and 150 Queen's Road Central.

MACAO.

(FROM OUR CORRESPONDENT.)

November 14th.

PROPOSED WATERWORKS.

I hear that a private syndicate has been formed to start waterworks in this city. It is proposed to obtain the water from Lappa. It is doubtful that the project will be accomplished, as Lappa is Chinese territory, and there will be many obstacles in the way. The Portuguese Government will not like the idea of the water coming from a place over which they have no control, the supply of which can at any moment be cut off by the Chinese authorities. I understand that the Syndicate is working hard to carry out their scheme and is really in earnest, and I hope that they may succeed.

"RIO LIMA" AGAIN.

This gunboat is still in your port, as I understand that the commander has wired to the Home Government for permission to dock her in Hongkong. Up to the time of writing no reply has yet been received.

THE PROPOSED NEW TAXES.

The new taxes proposed at the last meeting of the Real Senado by Senator Jose Mariano Gracias and which were disapproved of by many members are now being taken up to the "Consejo de Provincia." Does the Real Senado really need the money? If so, why not stop remitting thousands of pounds sterling yearly to Portugal and also the large remittances which are continually being sent to Timor? Why not spare this money for the benefit of Macao, which raises it?

CORRESPONDENCE.

GERMAN AND JAPANESE AT SHANGHAI.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, November 14th.
Sir,—The bandage of Madame Justice at Shanghai seems to have come undone. One Englishman tried in the English Court there, and convicted of killing a man while "under excitement," is now "doing" 18 months in a local jail. According to your telegram this morning, two Germans have killed two Japanese, also acting under excitement, and they were discharged!—Which eye of Madame Justice at Shanghai is it that squints, the German or the English?

Yours respectfully,

MURIEL KUHRE.

"BUYING SOVEREIGNS."

TO THE EDITOR OF THE "DAILY PRESS."

November 13th.
Sir,—While your correspondents are busy with Post Office questions, may I give a Chinese example which I am told is far from uncommon? As so many people are buying sovereigns at the present time, the following faithful report of a conversation may be of interest. I should explain that on Tuesday, when the Bank's buying rate was at 84.65 in your paper, I happened to notice that the Chinese moneychangers seemed to be busier than usual. Wondering if they were underselling the Banks by any chance, I accosted Mr. Cheung Wing. (I think you might make him a present of this advertisement.)

My wretched catch some English coin: have you got?

Have you got?

How much?

Yes. How much?

How many?

Oh, say two pieces. How much one piece?

Nine-seventy-five.

What did you say?

(Impatiently) Nine-seventy-five.

What you think my? One piece doesn't suit you?

(No reply.)

"Bank takes eight dollars."

(This information was received calmly.)

A-wi. How much you pay?

(Rashly) My pay eight-seventy only.

Eight-seventy-two.

You bring nappa-wan, nappa-wan.

Eight-seventy. This being refused, I did not press him further.—Yours truly,

CALEDON.

UNJUST RATES OF POSTAGE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, November 14th.
Sir,—In the course of my business, I have to forward many parcels to all parts of the world. The other day I sent one of 11 lbs. weight to a jungle part of Malaya, that is, the Negri Sembilan; the cost levied by the Post Office was \$1.80.

Yesterday I had occasion to send another of same weight to Calcutta by one of the opium steamers, and I had to pay \$4.40.

Now, Mr. Editor, can you solve the mystery for me, or will the Postal Authorities consider these anomalies? Yours truly,

FORWARDING AGENT.

CRICKET AND MUSIC.

TO THE EDITOR OF THE "DAILY PRESS."

November 13th.

Dear Sir,—May I suggest through your much read columns that while matches are being played in Hongkong Cricket Club on Saturday afternoons a band should also play to entertain the proceedings? I am sure it will be much appreciated by the players as well as the spectators, specially the ladies. In former years whenever a match of any importance was in progress, a band was always in attendance and the number of spectators was decidedly greater. I presume it is owing to the absence of a band that their number has decreased of late. Considering that we have three or four regimental bands of exceptional ability, it is a great pity that the public are deprived of having them play; and, I think, if the General Officer Commanding were to allow some of them to favour the public by playing nice selections of music, it will be an act of courtesy which will be greatly appreciated by all.

Saturday evenings in Hongkong are generally very dull and the attraction of hearing good music combined with the interesting matches will draw out more people who would otherwise much prefer to stay at home.

Thanking you for allowing me space in your valuable paper and enclosing my card,—Yours

MUSICUS.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 14th at 11.55 a.m.—The barometer has risen considerably over the Loosooos, moderately over Japan and Formosa. It has fallen slightly over N. China.

The typhoon is still to the E. of Naha (Loosooos). It appears to be moving away to the E.N.E. and may be filling up at the same time.

The area of high pressure remains over the N. part of the Sea of Japan. N. and N.E. gales will continue over the Eastern Sea, and strong monsoon will prevail in the Formosa Channel and the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N. winds, moderate to fine.
Formosa Channel	N.E. winds, strong.
South coast of China between	N.E. winds, moderate.
Hongkong and Lantau	N.E. winds, moderate.
South coast of China between	Same as No. 1.

GREAT BRITAIN AND COMMUNISM.

RADICAL M.P. AND THE "DAILY PRESS."

THE COMMING GOVERNMENT SPLIT.

As our readers know, the *Hongkong Daily Press* has nothing whatever to do with party politics. It is only on the broadest of issues that it ever refers to politics at all. On Aug. 28th there appeared in this journal "a plea for a dignified national conscience," inspired by some incidental references to old time anti-slavery agitation, made by the late lamented Bishop of Hongkong in an anti-opium sermon. The main point was to show that the sentimentalism so painfully evident in the last elections, and recently dubbed "placitudinous pretences" by Mr. Premier Balfour, was no new thing. We did not go so far as Mr. Balfour, but particularly remarked, "There will not be wanting scoundrels to declare that the promptings of the national conscience often rest on humbug or hypocrisy; but we incline to the less harsh view that the extreme sentimentalists are victims of a form of self-deception. They undoubtedly mean well... their ethical arguments to begin with have our universal approval, and we split only when it comes to ways and means of giving effect to them."

Could anything be fairer, or less deserving of description as "scoundrel national conscience?" Yet that is how Mr. Henry Joseph Wilson, M.P., read them. He has so little appreciation—for an avowed defender of national morality—of honest efforts to be courteous and fair, that he seized upon an obvious slip elsewhere to write sarcastically of what he alone seems to have regarded as snubs at lofty ideals. With the sole object of showing that the kind of sentimentalism now actuating Mr. Keir Hardie and the socialists was not a new symptom of national neurosis, we quoted Professor Skrine's remark that the British abolished slavery in their colonies in "a fit of national hysteria." "Supposing," we went on, "that what was done was altogether the right thing to do,—thus abandoning Professor Skrine's suggestion that it was not—it is a pity that it could not have been accompanied by the emotionalism which history teaches has been responsible for as much national crime as virtue." Then, having in mind the great wave of emotionalism that "Uncle Tom's Cabin" encouraged, while England was watching the Americans striving to follow the British example a couple of decades later, we unfortunately omitted to point out the division in time between the two hysterical phases. After a lapse of over half a century, it does seem permissible to link together two agitations which, after all were parts of one movement. Mr. Wilson, M.P., triumphantly points out to us that "Mrs. Store's wonderful book was not published till twenty years after" the wave of hysteria mentioned by Prof. Skrine. We will not labour the argument that "the wave of hysteria" of the late fifties was obviously a part of the wave of the thirties, but cheerfully plead guilty to writing in a less careful way than we perhaps should have done, if we had thought we had readers like Mr. Wilson, M.P., so incapable of following the usual salutary rationing of adult brains accustomed to take the obvious for granted. There be no misunderstanding. The Member for the Holmfirth division of Yorkshire is not a child in years, though he may be mentally a child in these matters. He was born in 1833, a few months before the British Abolition Act was passed. Possibly that is why he resents Prof. Skrine's remark, for there is an apparent implication that the psychological results of birth during a hysterical epoch might conceivably show themselves in later life. Our correspondent was "strongly opposed to Chamberlain's South African policy, and the war." He was one of those who presented a Minority report after the Royal Commission on opium in India, ten or eleven years ago. He is, we understand, an ardent teetotaler, and he was a champion of numerous other worthy crusades, including the abolition of state regulation of vice. We shall now look curiously to see how he behaves in the coming "split," due to the present reaction against the recent extreme ideas of Mr. Keir Hardie & Co.

The London *Express* thus refers to it: "A serious split 'in the Government' ranks is threatened as the latest result of the national campaign against Socialism. The Prime Minister, who is still desirous of maintaining friendly relations with the Socialist-Labour party, is seriously disturbed by the growing hostility between his moderate followers and the supporters of Mr. Keir Hardie, and is correspondingly annoyed at the speeches of leading Liberals, including Mr. Haldane and the Master of Elibank, against Socialism. He is now considering the means of preventing the extension of the split, which, it is recognised, may demand drastic treatment."

The situation is very complicated. Members of the Socialist-Labour party have privately thrown out hints of their coming implacable hostility to the Government in the event of Liberal leaders being allowed to continue their denunciations, and Sir Henry Campbell-Bannerman is faced with the alternative of throwing over the Socialists, or humiliating a large section of Government supporters. If he declares against Socialism he has reason to fear that the energetic left wing of Radicals and Liberal England will come to a working arrangement with Mr. Keir Hardie, while if he rebukes Mr. Haldane and the Master of Elibank he will seriously offend the Scottish Liberal party, which, by a large majority, has declared not only against Socialism, but against any Liberal candidates who accept their support. Should the Prime Minister elect to run counter to the views of Mr. Haldane, it is expected that Mr. Asquith, Sir Edward Grey, and other members of the Government will support the Secretary for War, while Mr. Birrell, Mr. Lloyd-George, and Mr. Bryce are inclined to favour continued friendship with Socialism. Other members of the Cabinet refuse to commit themselves in view of the crucial importance of the ultimate decision.

HOW ARREARS OF CROWN RENT ARE COLLECTED.

"POLICE, A SET OF PIRATES."

As is well known, there are many Chinamen on the land in the New Territories, and once a year the police are deputed to collect annual Crown rents of plots in arrears. The task is in many instances beset with difficulties, as indebted landholders often disappear when the policeman comes with a warrant, and inquiries from villagers as to their whereabouts are useless. Strategy, however, brings him to the fore. When he sees a couple of lakongs taking away a fine fat pig, or a fowling party plying the sickle, he promptly appears before the European policeman in charge and pays the amount due.

In a case which was heard at the Police Court yesterday, however, this does not appear to have happened. Inspector Kerr, accompanied by Sergeant Boulger and two lakongs called at the village of Youngslovan, on Lamma Island, to recover an amount of 65 cents together with \$1, the cost of the warrant. A search found the homestead they sought, but the villagers "no said" the owner, and it appears that his brother persuaded him not to come forward. The brother, who is an unemployed fireman, has seen a little of the world on ships, and when he told his brother, the proprietor, that he could settle matters without any payment, his brother believed him. Meantime the police, meeting with no success in their search, seized a clock and a blanket from the house and took their departure, the man of the world following. He demanded restoration of the articles seized, and as he followed the police from village to village advised them in language containing many adjectives. At last, when one of the lakongs informed Inspector Kerr that he called them a set of pirates, the Inspector ordered his arrest for disorderly behaviour. A larking attempt to take him on to the police launch but was unequal to the task, and it was only after a struggle that Sergeant Boulger got him aboard. When there he made a dash for the shore, but was again overtaken, returned, secured to a stanchion on the launch and brought in to Hongkong.

He was charged before Mr. Melbourne at the Police Court yesterday, and when evidence was heard Inspector Kerr pressed for a heavy penalty.

His Worship imposed a fine of \$5 with the alternative of seven days' imprisonment.

400 PER CENT PAID BY DIAMONDS.

ONE WORTH 173 TIMES ITS ORIGINAL CAPITAL.

We recently reported that the Premier Diamond Mining Company had declared a dividend of 400 per cent on the deferred shares. The *Express* of Oct. 10th commented:—This is the second year in succession that the fortunate shareholders in the Premier Mine have received a dividend of 400 per cent. The mine is practically the only company against the De Beers well-known monopoly of South African diamonds, and its progress since the company was started in December 1902 is one of the most remarkable runnings in the history of South African mining. Its original capital was £50,000 in 21 shares, but last year the shares were split up into 100,000. Preferred of 5s each and 2s 6d Deferred, or Ordinary, at 2s 6d each. These shares now stand at £8 10s and £13 7s 6d respectively, giving a present share valuation of the original £50,000 capital invested in the mine of £5,325,000. That the company's record has fully justified this enormous appreciation of the value of its shares is evident. It is a record for the three years and ten months of its existence is as follows:—

	Value of No. of	Profit
Dec. 1902 to Oct. 1903	£87,435	£192,861
Oct. 1903 to Oct. 1904	£10,000	£67,738
Oct. 1904 to Oct. 1905	£94,057	£22,631
Total value of diamonds by the De Beers monopoly was stated by Lord Welby at the meeting of the Standard Bank of South Africa yesterday to have been £5,731,797 for the year ending June 30th last, and it can therefore be seen how important a competitor the independent Premier mine is becoming. The deferred shares in the company are entitled to accumulate a dividend of 250 per cent. This was paid last year, when the company first began to pay dividends at all, and has evidently again been paid this year. Although the valuation of the mine, as represented by the market prices of its shares, is over £5,500,000, this by no means represents its total value, for the Transvaal Government has a right to 60 per cent of the profits. Adding the value of this 60 per cent share in the mine to the 40 per cent of the owners, a total valuation is reached of £13,830,000, or 173 times the original share capital.		

It was on the Premier Mine, it will be remembered, that the Cullinan diamond, weighing over 3,000 carats, was found last year.

"INDRAVELLI" DRIVEN OFF HER COURSE.

The *Manila Coblenz* of Nov. 10th reports:—Late Thursday night the British freight steamer *Indravelli*, Captain Cullington, put into the harbour 13 days out from Choofo, having been blown out of her course.

The *Indravelli*, 4,321 tons, belongs to the India line and is in the coals trade between South Africa and China. She left Choofo in ballast October 27 for Hongkong, where she was due November 1st.

A short distance out from Choofo she ran into a heavy typhoon and was blown completely out of her course. For four days she drifted at the rate of 100 miles per day. She drifted easily as she was travelling light, and could not beat back upon the course, coming to Manila Island.

While the storm raged heavy seas broke over her deck repeatedly, but aside from the loss of her superstructure aft no serious damage was sustained. Five Asiatic passengers are aboard and are expected to be overlanded here and she will take on a cargo of coal before sailing for Hongkong.

Stevenson & Co., agents for the India line, state that the *Indravelli* is not damaged, that her engines were to be overhauled at Hongkong at any rate, and that she will sail for that port next week.

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DISASTER IN CEYLON.

TRAIN FALLS OVER EMBANKMENT: ROYAL ENGINEERS MISSING.

From Ceylon exchanges we learn that the break of the North East Monsoon has been characterised by an unusually heavy rainfall and consequent flooding of the valleys. Several landslides, entailing loss of life, are also reported. More serious of all, however, is the accident, on the night of the 27th, to a railway train, near Hattori. (Owing to landslips on the line, the train service was discontinued, and two trains had been amalgamated. There was a considerable number of third-class passengers (natives). Only one European passenger, Sister Frances a Sister of Mercy, is known to have been in the train, but a sergeant's kit and helmet having been found in the debris, it is feared that Staff Sergeant Major Clarke, Royal Engineers, is amongst the dead. The night was dark and the train either ran into a gap in the line which had been made by a bridge over a culvert having been washed away, or the bridge gave way when the engine was on it, the foundation having probably been carried away by the water.

The engine went thirty feet down the incline. The composite carriage next to the engine was telescoped, and the remainder of the train, consisting of a third-class carriage and the guards' van remain in the gap. The awful nature of the catastrophe which thus befell the unfortunate passengers, and train officials can be imagined. The darkness, the rain, the terrible position in which engine and carriage were placed, and the absence of any assistance ranks the calamity among the most fearful in the history of railway accidents. We yet await reports of the "Times of Ceylon" in a description of the terrible scene which must have been enacted on this bleak hillside and the awful experience of the passengers, injured, dead and dying, during the long period that appears to have elapsed before assistance came. After assistance was procured it was found that a large number of the passengers had been killed and some of the bodies were terribly mutilated, while others had been injured, some of them very seriously. Sister Frances who was in the composite carriage, had escaped most miraculously, and the killed and injured were third-class passengers. The engine driver escaped with a severe shock. The two firemen were injured, one of them so severely that he is not expected to live.

An official account received at Queen's House put the number of bodies recovered at thirteen, but we have been given to understand and so that the number known to have been killed is ten. The guards escaped uninjured. Staff Sergeant Major Clarke had been three years in Ceylon, and was about to go home, where he had a wife and three children. He is a well-known runner and athlete and was very popular in the regiment. Hope are still entertained that he was not in the train.

THE LATE MME. RISTORI.

INTERESTING LIFE SKETCH.

Mme. Adelaide Ristori, whose death on Oct. 9th was wired by our London representative, was called "The Mrs. Siddons of Italy" and was one of the greatest tragediennes the stage has ever known.

The daughter of two strolling players, she was born in a humble village of Northern Italy in 1822. She first appeared on the stage at the age of three months, but created such a sensation with her screams that she had to be carried off precipitately. At the age of ten Mme. Ristori had already begun to take small parts, and at fourteen she was prima donna in "Francesca da Rimini." "That," she once said, "was the proudest moment of my life; other and much greater triumphs I had, but none so sweet."

When scarcely twenty she fell in love with the Marquis Copranico del Grillo. The Marquis, in spite of the protests and opposition of his family, was a devoted lover. The two plighted their troth and resolved to wait. But accident brought them together again at a village. They renewed their vows, the village church stood open and on their declaring their intentions before the congregation the priest united them, and Cardinal Pecci afterwards interceded for them with the proud old nobles. For some time after her marriage Mme. Ristori remained in retirement. She returned to the stage again at Rome in 1849, but when the city was besieged by the French she abandoned her profession and devoted her time to nursing the wounded in the hospitals. Resuming her stage career the following year a long series of triumphs began, culminating in 1855 when she visited Paris. Mme. Ristori found Paris in the midst of its feud with Rachel. Rachel, finding that the new star had risen, was not unnaturally angry. One night when Ristori was playing "Mirra," Rachel rose from her seat in the audience, threw away her libretto, and rushed from the theatre—but the two great artists soon afterwards became friends. Her first visit to England was made in 1859, when she played at Drury Lane Theatre in "Medea." After an absence of seventeen years Mme. Ristori again appeared in London in 1876, and nine years later she acted Lady Macbeth. The most tragic incident of her career took place during a picnic in the country which was organised one summer day in New York. Mme. Ristori and Viani, a

BOY CURED OF RINGWORM

Doctor Attended Him for Several

Weeks without any Benefit

Friends Surprised at Result of

Cure, and Mother

STRONGLY RECOMMENDS CUTICURA REMEDIES

"I am pleased to give you the particulars respecting the case of my son (Cyril). Four years ago, he came home from school with ringworm. At once we had the family doctor, who attended him for several weeks without any benefit, and told me he feared his head would have to be shaved. Seeing your advertisement I got one tablet of Cuticura Soap and one box of Cuticura Ointment. Our friends, of course, were surprised at the result. He was quite cured, his hair began to grow at once, and in two months he had a lovely head of hair, and has not now. I strongly recommend Cuticura Remedies in all cases of ringworm. You are quite at liberty to use my experience for the benefit of others. Mrs. L. Huntley, 17 Fairthorn Road, Westcombe Park, Charlton, S. E. Eng., Apr. 5, 1906."

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Complete External and Internal Treatment for Every Skin Disease, including Itch, Eczema, Ringworm, Scabies, and all the eruptions of the skin, and for the cure of all the diseases of the scalp, hair, and face, and for the cure of all the diseases of the hands, feet, and nails, and for the cure of all the diseases of the eyes, ears, nose, and throat, and for the cure of all the diseases of the lungs, liver, and stomach, and for the cure of all the diseases of the kidneys, bladder, and bowels, and for the cure of all the diseases of the heart, brain, and nerves, and for the cure of all the diseases of the system.

young Roman painter who had executed a remarkable portrait of the great actress as Elizabeth of England, were both present. At the 9th was wired by our London representative, was called "The Mrs. Siddons of Italy" and was one of the greatest tragediennes the stage has ever known. The daughter of two strolling players, she was born in a humble village of Northern Italy in 1822. She first appeared

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Hongkong, 21st September, 1903. [2651]

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NOTICES TO CONSIGNEES

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having arrived from the above Ports, Consignees
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bills of lading are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Company, Ltd., whose delivery may
be obtained. Perishable Goods to be taken
delivery of immediately.

All damaged packages must be left in the
Godowns and a certificate obtained from the
Godown Company within seven days after the
vessel's arrival here, after which no claims will
be recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
17th November will be subject to rent.
CARLOWITZ & Co.,
Agents.
Hongkong, 10th November, 1906. [4]

S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S.
"Medea" and "Charente" from Havre ex
"Medea", in connection with above Steamers,
are hereby informed that their Goods, with the
exception of Opium, Treasures and Valuables, are
being landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whose delivery may
be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day, requesting it to be landed
here.

Bills of Lading will be countersigned by the
Underigned Goods remaining unclaimed
after MONDAY, the 19th Nov., at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 19th Nov., or they will not be recognized.
All damaged packages will be examined on
MONDAY, the 19th Nov., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 12th November, 1906. [2]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"LIGHTNING"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the
15th November, will be landed at Consignees'
risk and expense into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the Vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Underigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 12th November, 1906. [2088]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"PESHAHUR"
FROM ANWERP, LONDON, MALTA,
PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

Optional goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 19th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognized. No claims
will be admitted after the goods have left the
Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 13th November, 1906. [1]

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the OWNERS will be RESPONSIBLE
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PRINCE HOHENLOHE'S MEMOIRS

FURTHER REVELATIONS.

Following are the promised further extracts
from these interesting reminiscences:—

THE SECRET AGREEMENT WITH RUSSIA.
Prince Hohenlohe appears to reveal more
with regard to the real nature of Bismarck's
secret agreement with Russia than has hitherto
appeared in print. On January 27th, 1894, the
occasion of the aged Bismarck's triumphal
reception in Berlin by the Emperor, Prince
Hohenlohe learned from Dr. von Miquel that
Bismarck's wrath had been chiefly due to the
refusal of his successor and of the Emperor
to give effect to the treaty which had been
arranged with Russia. That treaty provided
"that Germany should give Russia a free hand in
the East, while Russia per contra bound herself
to remain neutral in a war with France, even if
Austria intervened in the East." On December
13th, 1891, the Prince had an interview with
Caprivi, whom he told that Shuvaloff (the
Russian Ambassador) had called him a *trap*
honnête homme. Caprivi replied that this was
because Bismarck had concluded a treaty with
Russia, "according to which we were to guar-
antee Russia's free hand in Bulgaria and Con-
stantinople, while Russia bound herself to
remain neutral in case of a war with France."

The legend that Prince Bismarck was of all
German statesmen the *persona grata* with the
Tsar Alexander III. was exploded by the
Emperor William II. himself in a conversation
with Prince Hohenlohe on August 15th, 1892.
The Emperor said laughingly: "The Tsar told
me that he had been in confidence in Caprivi,
while, on the other hand, if Bismarck told him
anything he always had the conviction 'quid
me trahit'." The Emperor of Austria
appears to have been quite of one mind with the
Tsar regarding the respective merits of Bismarck
and Caprivi. Prince Hohenlohe was the guest of
the Emperor Francis Joseph at Ischl on July 30th
1892 and, referring to Bismarck's conduct after
his resignation, the Emperor observed: "It is
melancholy to think that a man like him can sink
so low." With regard to Caprivi, Joseph said:
"God grant that this man may live and
remain at his post." Prince Hohenlohe himself
shared this view, and expressed it more than once
in his diary. So, apparently, did Herr von
Holstein on December 15th, 1893, when, in
conversation with the Prince, he defended
Caprivi's foreign policy against the attacks of
the Bismarckian Press—a defence, by the way,
which throws a clever light on Germany's
attitude towards England and Russia. Herr
von Holstein enumerated as mistakes in
Bismarck's policy "the Berlin Congress,
mediation in China in favour of France, the
prevention of a collision between England and
Russia in Afghanistan, and the whole policy of
timidity in our dealings with Russia."

Regarding the latter purpose of Bismarck's
policy, the Prince Hohenlohe said that he
leave Austria in the lurch. Hohenlohe said that
he should have been more isolated and
dependent upon Russia. Herr von Holstein
on this occasion spoke of the anxieties which
Caprivi "a somewhat excited man," and his
Foreign Minister Baron von Marschall, and
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THE INTRIGUES AGAINST CAPRIVI.
One of the darkest chapters in the memoirs is
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gave me confirmation of this." "Philip Eulen-
burg thought that Eulenburg the Minister-
President would do for Chancellor. The
Emperor has no one in view as yet. I am happy
to say that I am not mentioned." "The
Grand Duke spoke to me about the intrigues of
the soldiers against Caprivi in the same sense as
Eulenburg, and I pointed out to him the con-
sequences which would be entailed for himself if
he were to be represented by the Press and by
public opinion as having caused a special change
in the Chancellorship. He took it very well and
expressed his agreement

SHIPPING.

ARRIVALS.
ARABIA, German str. 2,867, H. Metzenthin, 14th Nov., Portland via Japan ports 5th Nov., Flour and General.—Portland and Asiatic S. S. Co.
ARROW, British 4-masted barque, 2,870, D. McDonnell, 14th Nov.—New York 20th June, Case Oil.—Standard Oil Co.
GLONERN, British str. 2,875, W. Haughton, 14th Nov.—Shanghai 11th Nov., General, Metcorder Bros. & How.
LOOSK, German str. 1,921, G. Schulten, 14th Nov.—Bangkok 7th Nov., Rice.—Butterfield & Swire.
MERIONETHSHIRE, British str. 1,950, C. H. Bush, 14th Nov.—Shanghai 10th Nov.—General, Shaw, Tomes & Co.
OSCAR, 11, Norwegian str. 2,000, Willhelmsen, 14th Nov.—Sourabaya 1st Nov., Sugar.—Angard, Thorsen & Co.
WAISHING, British str. 1,100, Japan—Hong Kong, Canton.

AT THE HARBOR MASTER'S OFFICE
Nov. 14th.
Jahane, German str. for Swatow.
Waishing, British str. for Shanghai.

DEPARTURES.
Nov. 14th.
AERATION AFRIC, British str. for Calcutta.
FRODOVA, British str. for Calcutta.
HANGSANG, British str. for Shanghai.
ITHAKA, German str. for Chinkiang.
SANTO MARI, Japanese str. for London.
TEAN, British str. for Manila.

SHIPPING REPORTS.
The German str. Loosk reports: Strong N.E. monsoon from Cape Padaran to lat. 17° N., long. 111° E.
The German str. Araba reports: Fair weather as far as lat. 14° N., then southerly gales, heavy rain. Fair weather to Japan coast. From Manila to Hong Kong N.E. monsoon.
The British str. Merionethshire reports: Strong gale from N.N.E. experienced from Sindh to Tarnab and very heavy easterly swell. Weather more moderate in the Formosa Channel.

VESSLS IN DOCK.
Nov. 15th.
ABENDEN DOCKS—Chinkai Maru, Pilsa Maru.
KOWLOON DOCKS—Sesoon, Monagle, H.M.S. Tulu, Borneo, Paul Bern, H.M.S. Dindon, H.M.S. Oiler.
COSMOPOLITAN DOCKS—Hugon, Tsiman, Tanning, Dikolab, Marie.

VESSLS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & BOOCHOW.

THE Company's Steamship
"HAICHING,"
Captain A. E. Hodgins, will be despatched for the above Ports TO-DAY, 15th inst., at 10 A.M.
For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers, Hongkong, 12th November, 1906. [203]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MISRINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERREANEA, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.
(Taking Cargo at through rates to PERMAN GULF and BAHAMA, also BANGHORA, VALENZA, ALGIERA, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA,"
Captain Dodero, will be despatched as above TO-DAY, 15th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents, Hongkong, 3rd November, 1906. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELTA,"
Captain C. L. Daniel, carrying 110 Majesty's Mail, will be despatched from this Port on SATURDAY, 17th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Medea," 3,230 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Macedonia," due in London on 22nd December.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to E. A. HEWITT, Superintendent, Hongkong, 5th November, 1906. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"FRANZ FERDINAND,"
Capt. Matcovich, will leave for the above places on TUESDAY, the 20th inst.
For Freight or Passage, apply to SANDELL, WIELER & CO., Agents, Prince's Building, Hongkong, 13th November, 1906. [3]

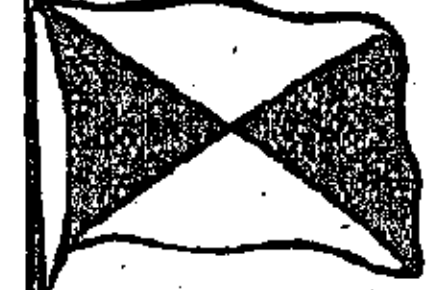
VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.V." together with the number denoting the section.

Sections.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BEATH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	MERIONETHSHIRE.	Brit. str.	—	C. L. Daniel	SHAW, TOMES & CO.	To-morrow.
LONDON & ANTWERP.	DRITA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP.	CRYLON	Brit. str.	—	G. W. Babel, R.N.R.	GIBB, LIVINGSTON & CO.	About 21st inst.
LONDON & ANTWERP.	BENMOIR	Brit. str.	—	Wolter	MESSAGERIES MARITIMES	About 30th inst.
LONDON & ANTWERP.	TOKIN	Fr. str.	—	Charbonnel	MELCHERS & CO.	On 27th inst., at 1 P.M.
MARSEILLES, &c. via Ports of Call.	SIAM	Ger. str.	—	G. Meiners	MELCHERS & CO.	About end of Nov.
MARSEILLES, &c. via Ports of Call.	EGOVIA	Ger. str.	—	Schönfeldt	HAMBURG-AMERIKA LINIE	On 21st inst., at Noon.
MARSEILLES, &c. via Ports of Call.	BRIGAVIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERIKA LINIE	On 24th inst.
HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	—	Breshner	HAMBURG-AMERIKA LINIE	On 30th inst.
HAMBURG VIA STRAITS, &c.	C. FERD. LAEISZ	Ger. str.	—	Meyerdieks	HAMBURG-AMERIKA LINIE	On 22nd Dec.
HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 28th Dec.
HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	—	Hoff	HAMBURG-AMERIKA LINIE	On 14th Dec.
NAPLES, BREMEN & HAMBURG	TRIESTE	Rus. str.	—	D. Mistrorigo	SANDER, WIELER & CO.	On 24th inst.
TRIESTE, &c. via SINGAPORE, &c.	PETRONIA	Brit. str.	—	Melchers & Co.	MELCHERS & CO.	About 10th Dec.
ODDESSA	HAZEE	Am. str.	—	Dobson	SHAW, TOMES & CO.	About 24th inst.
BOSTON & NEW YORK	RAIST PATRICK	Brit. str.	—	Dobson	DODWELL & CO., LTD.	On 17th inst., at 5 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	VERONA	Ger. str.	—	Dobson	CANADIAN PACIFIC R. CO.	About 17th Dec.
NEW YORK	EMPEROR OF INDIA	Brit. str.	—	Dobson	DODWELL & CO., LTD.	On 22nd inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	—	Dobson	CANADIAN PACIFIC R. CO.	On 28th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TRENTON	Am. str.	—	Dobson	DODWELL & CO., LTD.	On 27th inst.
VICTORIA (H.C.) & TACOMA VIA JAPAN	KASATO MARU	Jan. str.	—	Dobson	TOYO KISEN KAISHA	About 21st inst.
SOUTH AMERICAN PORTS VIA JAPAN	DAKOTAH	Brit. str.	—	Dobson	GIBB, LIVINGSTON & CO.	On 1st Dec., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	PERSEUS	Brit. str.	—	Dobson	MELCHERS & CO.	On 11th Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	PERSEUS	Brit. str.	—	Dobson	P. & O. S. N. Co.	About 3rd Dec.
YOKOHAMA VIA SHANGHAI, MOJI & KORE	CANADIA	Can. str.	—	Dobson	MELCHERS & CO.	To-day.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	P. & O. S. N. Co.	About 16th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	HAMBURG-AMERIKA LINIE	On 17th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	BUTTERFIELD & SWIRE	On 19th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	SANDER, WIELER & CO.	On 20th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	BUTTERFIELD & SWIRE	On 21st inst.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	MELCHERS & CO.	On 26th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	OSAKA SHOSHEN KAISHA	On 18th inst., Daylight.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	OSAKA SHOSHEN KAISHA	On 17th inst., Daylight.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	OSAKA SHOSHEN KAISHA	To-morrow, at Daylight.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	DOUGLAS LAURIE & CO.	To-day, at 10 A.M.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	BUTTERFIELD & SWIRE	On 17th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	SHAW, TOMES & CO.	On 24th inst., at Noon.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	DAVID SASSON & CO., LTD.	On 17th inst., at 3 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	JARDINE, MATHESON & CO.	On 23rd inst., at 3 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	CARLOWITZ & CO.	To-day, at Noon.
YOKOHAMA, KOBE & VLADIVOSTOK	TSINAN	Brit. str.	—	Dobson	JAVA-CHINA-JAPAN LIFT	About 27th inst.

HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila via Amoy.	On 16th Nov., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila.	On 24th Nov., Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. [15]

Hongkong, 12th November, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

SS "BRAEMAR" ... On 17th November, at 5 P.M.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. [10]

Hongkong, 13th November, 1906.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* MANILA	"LOONGSANG"	Friday, 16th Nov., 4 P.M.
* SHANGHAI	"CHOYSSANG"	Friday, 18th Nov., 4 P.M.
* SAMARANG & SOURABAYA	"PAUSANG"	Friday, 16th Nov., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"RUTSANG"	Friday, 23rd Nov., 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

Hongkong, 15th November, 1906.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, RANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, RUSSIAN and GERMAN BALTIC PORTS	"SIAM"	About end of Nov.
YOKOHAMA, KOBE and VLADIVOSTOK	"CAMBODIA"	On or about 3rd Dec.
ODDESSA	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to MELCHERS & CO., AGENTS. [1857]

Hongkong, 29th October, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 27th November.
PLEIADES	3,753	F. G. Farrington	About 20th December.
LYRA	4,417	G. V. Williams	On 29th December.
SHAWMUT	9,606	E. V. Roberts	On 23rd January.
HYADES	3,753	J. Alwen	On 30th January.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS. [7]

QUEEN'S BUILDINGS, Hongkong, 29th October, 1906.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SIFRIA." The steamers are specially built for the tropics and have luxurious passenger accommodation first-class. Cabins amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewards carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI).

HOHENSTAUFEN	Capt. Jager	2nd December
SIFRIA	Capt. Balle	2nd January
SCANDIA	Capt. v. Doehren	1st February

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHENANIA	Capt. v. Hoff	14th December
HOHENSTAUFEN	Capt. Jager	11th January
SIFRIA	Capt. Balle	8th February
SCANDIA	Capt. v. Doehren	22nd March
HAMBURG	Capt. Filler	5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

ANDALUSIA	FOR SHANGHAI, KOBE & YOKOHAMA	17th November
AMBRIA	FOR SHANGHAI, KOBE & YOKOHAMA	26th November
HOHENSTAUFEN	FOR SHANGHAI, KOBE & YOKOHAMA	2nd December
ALESIA	FOR SHANGHAI, KOBE & YOKOHAMA	15th December
SPEDIA	FOR SHANGHAI, KOBE & YOKOHAMA	29th December

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

BRIGAVIA	FOR HAVRE, BREMEN & HAMBURG	15th November
SEVROVA	FOR HAMBURG	24th November
SITHONIA	FOR HAVRE, ANTWERP & HAMBURG	30th November
RHENANIA	FOR NAPLES, HAVRE, BREMEN & HAMBURG	14th December
C. FERD. LAEISZ	FOR HAVRE & HAMBURG	22nd December
ANDALUSIA	FOR HAVRE & HAMBURG	28th December

For Steamer of the Coast Service Marked 140 SIEMSEN & CO. [12]

Hongkong, 29th October, 1906.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE."

Will be despatched for the above Ports TOMORROW, the 16th November, and will be followed by the Steamship "FLINTSHIRE."

On or about the 20th November.

For Freight and Passage, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 17th October, 1906. [1894]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH."

Will be despatched for the above Ports on or about the 21st November.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 24th October, 1906. [1971]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"TRIESTE."

Captain Mistrorigo, will be despatched as above on SATURDAY, the 24th November.

This Steamer has special accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, 27th October, 1906. [13]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

"GHAZEE" ... 24th Nov.

FOR NEW YORK.

"SAINT PATRICK" ... 10th Dec.

"SATSUMA" ... 11th Jan.

For Freight and further information, apply to DODWELL & CO., LTD., Agents, Hongkong, 12th November, 1

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, PESAWUR	MOJI and KOBE	About 15th November	Freight only.
SHANGHAI	DEVANHA	About 16th November	Freight and Passage.
LONDON, &c., via Usual Ports	DELTA	Noon, 17th November	See Special of Call.
LONDON and ANTWERP	CEYLON	About 21st November	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th November, 1906.

CHINA NAVIGATION CO.

LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"TANAN"	On 15th November.
SWATOW, WEIHAWEI, CHEFOO	"HUICHOW"	On 17th November.
and TIENTSIN	"KANSU"	On 17th November.
SHANGHAI	"PAOTING"	On 19th November.
SHANGHAI	"SHAOSING"	On 21st November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unparalleled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

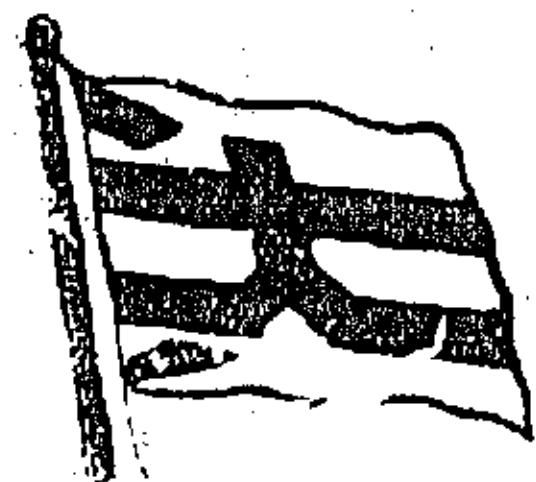
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS

Hongkong, 15th November, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSIU VIA SWATOW AND AMOY	"JOSHIN MARU"	SUNDAY, 18th Nov., at Daylight.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU"	SATURDAY, 17th Nov., at Daylight.
SWATOW, AMOY AND FOCHOW	"QUARTIA"	FRIDAY, 16th Nov., at Daylight.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unparalleled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th November, 1906.

T. ARIMA, Manager.

PASSENGER SEASON

1907.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

THROUGH STEAMER

FOR
MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.
WILL BE DESPATCHED AT NOON.
ON
SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 30TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£81 First and £42 Second Saloon,
TO LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL

LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY 21st November
BURLOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
ZITEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May

ON WEDNESDAY, the 21st day of NOVEMBER, 1906, at NOON, the Steamship "ROON," Captain G. Meiners, will sail for NAPLES, GENOA, GIBRALTAR, and SOUTHAMPTON, and will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 19th Nov. Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 20th Nov. and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 20th Nov.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA AND GIBRALTAR £61 0 0 £42 0 0 £22 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG 91 0 0 63 0 0 33 0 0

TO NEW YORK VIA SUEZ 65 0 0 44 0 0 24 0 0

VIA NAPLES, GENOA OR GIBRALTAR 97 0 0 66 0 0 36 0 0

VIA BREMEN OR SOUTHAMPTON 115 0 0 79 0 0 47 0 0

TO NEW YORK VIA SUEZ 68 0 0 46 0 0 27 0 0

TO NEW YORK VIA SUEZ 123 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton, the above rates will be applied as if the passenger had travelled to Bremen or Southampton, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATE
PRINZ SIGISMUND	TUESDAY, 11th Dec.
SANDAKAN	TUESDAY, 18th Dec.
MANILA	TUESDAY, 5th Feb.

ON TUESDAY, the 11th DECEMBER, at NOON, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mails, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO MANILA ... £50 ... £30 ... £20

TO NEW GUINEA ... £28 ... £18 ... £10

TO BRISBANE ... £30 ... £20 ... £14

TO SYDNEY ... £33 ... £23 ... £15

TO MELBOURNE ... £34 ... £24 ... £16

TO YOKOHAMA ... £30 ... £20 ... £14

TO KOBE ... £35 ... £25 ... £16

TO YOKOHAMA and back from KOBE to HONGKONG ... £140 ... £100

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA COLOMBO AND COLOMBO by Imperial Mail Steamer £97 0 0

TO EUROPE VIA AUSTRALIA AND AMERICA 98 0 0

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD ... Wednesday, 21st Nov.

SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH ... Wednesday, 5th Dec.

KOBE & YOKOHAMA, PRINZ EITEL FRIEDRICH ... Wednesday, 19th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers, O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:—

1st Class To London via Plymouth or Southampton £62 0 0

To Bremen 63 10 0

To Paris via Cherbourg 65 0 0

To Naples, Genoa via Gibraltar 65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO. AGENTS.

Hongkong, 12th October, 1906.

[1905]

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

[1905]

CANADIAN PACIFIC RAILWAY.

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days across the Pacific to the "EMPIRESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPIRESS OF INDIA"	6,000	TUESDAY,	22nd Nov.	10th Dec.
"ATHENIAN"	3,882	WEDNESDAY,	28th Nov.	22nd Dec.
"EMPIRESS OF JAPAN"	6,000	THURSDAY,	29th Dec.	7th Jan.
"MONTEAGLE"	6,163	WEDNESDAY,	26th Dec.	19th Jan.
"EMPIRESS OF CHINA"	6,000	THURSDAY,	17th Jan.	4th Feb.
"TARTAR"	4,425	WEDNESDAY,	23rd Jan.	16th Feb.

"EMPIRESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPIRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £80, via New York £62.

Intermediate Steamers (Subject to Alteration):

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, Acting General Agent,
Corner Peddar Street and Praya opposite Blake Pier.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 17th inst., at 3 P.M.

For Freight, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 14th November, 1906. [1898]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 27th November, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "ERNEST SIMONS" ... 11th Dec.

S.S. "POLYNESIEN" ... 25th Dec.

S.S. "CALEDONNIEN" ... 8th Jan.

S.S. "SALAZIE" ... 22nd Jan.

S.S. "OCEANIAN" ... 5th Feb.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th November, 1906. [2]

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Britomart, gunboat, 710 tons, 800 h.p., Lieut. W. L. Bamber, Yangtze.

Cadmus, British ship, 1,070 tons, Comdr. B. L. Manjondie, Shanghai.

Clio, British ship, 1,070 tons, Comdr. C. D. S. Ralston, Hongkong.

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